

2001P80072WOUS
Christian Weis**AMENDMENTS TO THE CLAIMS**

The text of all pending claims, (including withdrawn claims) is set forth below. Cancelled and not entered claims are indicated with claim number and status only. The claims as listed below show added text with underlining and deleted text with ~~strikethrough~~. The status of each claim is indicated with one of (original), (currently amended), (cancelled), (withdrawn), (new), (previously presented), or (not entered).

The following listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1 – 7 (canceled).

8. (previously amended) The device according to claim 21, wherein said gear ring and hub comprise a plastic and said intermediate element comprises an elastic plastic.

9. (previously amended) The apparatus device to claim 21, wherein the control disk comprises means for effecting a locking and a releasing of the control disk.

10 – 14 (cancelled)

15 (previously amended) The device according to claim 21, wherein said locking element is part of a door lock of said motor vehicle.

16. (previously amended) The device according to claim 21, further comprising at least one arm mechanically coupled to said control disk, said at least one arm facilitating imparting of a drive force on said locking element from said control disk.

17. (previously amended) The device according to claim 16, wherein said at least one arm comprises two arms mechanically linked via a single rotatable shaft, and said two arms are spring biased to said control disk.

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18. (previously amended) The device according to claim 17, wherein said control disk comprises a plurality of tracks, and said two arms further comprise end extensions engaging said tracks.

19. (previously amended), The device according to claim 18, wherein two of said plurality of tracks are located on opposite sides of said control disk.

20. (previously amended) The device according to claim 21, further comprises a first and a second stop element, said first stop element located at a circumferential location of said control disk and said second stop element located in a path of movement of said first stop element so as to engage said first stop element, wherein when said first stop and second stop elements engage on another said control disk is halted in a direction of said path of movement.

21. (currently amended) An electronically driven locking device for electronically engaging and disengaging a locking element of a motor vehicle, comprising: the locking device including

- actuating means comprising having a motor and a worm gear, said motor arranged to drive said worm gear and generate kinetic energy resulting in application of a peak torque to said locking device, said locking device comprising:-

- a gear wheel comprising a gear ring, a hub and an elastic intermediate element, said gear wheel, gear ring and hub being directly joined together by said elastic intermediate element and said gear wheel and hub being further joined together via a material to material bond, said gear ring and hub each comprising circumferential teeth, said gear ring teeth being arranged to engage said worm gear such that force from said worm gear is imparted upon said gear ring, and

- a control disk comprising circumferential gears arranged to interact with said hub gears such that rotational force may be exchanged between said control disk and hub, said control disk mechanically linked to said locking element such that said peak torque is absorbed by said intermediate element.

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22. (previously presented) The drive element according to claim 21, wherein said peak torque comprises kinetic energy with said device after deactivation of said motor.

23. (currently amended) The drive element according to claim 21, wherein the gear wheel comprises a central axis upon which the gear ring, hub and intermediate element are arranged such that the intermediate element is directly sandwiched between the gear ring and hub preventing the gear ring and hub from making direct contact.

24. (previously presented) The drive element according to claim 21, wherein the intermediate element is a decoupling element arranged to decouple the gear ring and hub.